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PLANNING IN MOTOR TRANSPORTATION

Tractorius

The necessity of planning transportation services no longer requires justification. However, the method of developing a plan is a new subject and should be discussed simply for those interested.

The first step in planning motor transportation services, freight as well as passenger, especially bus transportation, is to determine the volume of freight and passengers to be carried during a given period of time over a specific distance.

The volume of freight to be carried is functionally related to the industrial development of the country. Its volume also depends on freight and passengers handled by other carriers, especially railroads.

The relation of motor transport traffic to the total freight and passenger traffic, determined on the basis of statistics over a long period of time, provides a method of calculating the number of vehicles required to handle that volume which is most efficiently carried by motor vehicles under given conditions.

The volume of freight for a given period, usually a year, is estimated in ton-kilometers and passenger traffic, in passenger-kilometers.

Planned unit transport capacity is calculated by correlation of basic indexes of speed, load capacity, length of workday, and time required to load and unload.

The indexes are computed according to operating conditions, condition of the road, and type of vehicle. Schedules of observations are used for computing these indexes.

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Other indexes used in the plan are coefficients of efficiency of load capacity, of the trip, of numbered vehicles, and, in some cases, of trailers. A prepared plan of the transport capacity of a vehicle shows accurately the performance of which it is capable under actual working conditions, such as number of trips, tons of freight or number of passengers carried, kilometers traversed, and ton- or passenger-kilometers achieved.

The planned unit capacity multiplied by the available number of vehicles constitutes the total transport capacity of motor vehicles (busses, trucks, and trailers).

Given the total volume of freight and passenger transportation in ton- or passenger-kilometers, the transport capacity of one vehicle, and the type of vehicle to be used under specific working conditions, to arrive at the number of vehicles necessary to transport a given volume of cargo or number of passengers, volume in ton- or passenger-kilometers is divided by unit capacity in ton- or passenger-kilometers.

The procurement plan is worked out on the basis of trips according to the following norms: consumption of various fuels used in motor vehicles, norms for mileage expectancy of tires and tubes, and consumption of oil while in operation.

The technical service and repair plan is worked out on the following basis: the number of trips and the standard length of trips between major repairs, which vary according to the type of vehicle; scheduled check-up and minor repairs; finally, the time normally consumed in the services mentioned. The service plan estimates the number of repairs and scheduled check-ups to be made during the period of the plan.

From the number of repairs, it is possible to estimate the quantity of motor oil and gear oil required for the scheduled inspections as provided for in the service plan, and the quantity of basic secondary materials such as brake fluid shock absorber oil, cleaning fluid, etc.

It is more difficult to estimate the number and type of spare parts needed for the scheduled inspections and repairs due to the difficulty of establishing consumption norms.

The employment plan is based on the number of vehicles, on the work load per man-hour, on the number of regular inspections and repairs, and on the repairs as provided for in the technical service plan.

The number of workers employed in direct operations, such as drivers and mechanics in service stations and shops, is estimated from the operations described above. On the other hand, the estimate of the number of workers to be employed in indirect operations such as administration and other groups is made on the basis of the number of workers employed in direct operation.

The above-mentioned technical and operational plans constitute the basis for estimating the number of vehicles necessary to handle the motor traffic, the necessary supply of fuel, tires, lubricants, etc., and finally the number and size of garages, service stations, and workshops, and the personnel for all branches of motor transport.

With this data, it will be possible to work out the fiscal management and investment plans for equipment on a self-liquidating basis.

Based on the plans for technical operations, the plans for fiscal management are worked out in terms of monetary values. They are composed of a plan for income and expenditures, working capital, investment capital, and credit. These plans are usually coordinate with the system of accounting required for the enterprise.

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